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 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]  
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25X1A

COUNTRY Germany (Russian Zone)/Finland/Poland

DATE DISTR. 6 JAN 1952

SUBJECT General Observations of Shipping and Harbor Areas on the Baltic

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SUPPLEMENT TO  
REPORT NO.

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1. A Finnish survey ship of about 300 tons with a regular navy crew was in the harbor of Mantyluoto, Finland (approximately 61 d 36' N., 21 d 28' E.) between 11 August and [REDACTED] 1951. From 25 August and 31 August, the observer saw only [REDACTED] vessels in Danzig, most of them Russian. On [REDACTED] [REDACTED] have seen no cruisers or destroyers there. Most of [REDACTED] observed were minesweepers or patrol boats.
2. Seven Russian naval vessels were observed at a great distance during a trip to Lovisa (Finland). The unit was fairly large and consisted of a cruiser and six single-stack destroyers or large torpedo boats. They were observed in the Gulf of Finland at 59 degrees 49' N., 27 degrees 40' E. on 1 September at approximately 0800 hours. The cruiser had two approximately identical round stacks. The stacks stood vertical and were unusually high. The observer commented that the vessel in question in no way resembled any type of former German cruiser, because of the appearance of the stacks. He further stated that the destroyers had unusually high, vertical stacks. In front of the stack there was a kind of combat mast which was only a little higher than the stack.
3. At sea off Sassnitz, the observer encountered MS-boats conducting exercises. Six Russian and two German Seepolizei boats practiced for several hours with their minesweeping apparatus. The two German boats remained a good distance from the Russian vessels. [REDACTED] of the exercises, a combined movement toward Sassnitz, occurred with one German boat in the lead, the other astern of the flotilla.
4. The following MS-boats were seen in Sassnitz on 5 September: T-181, 182, 185, 186, 303, 306, and 307. After preparing for sea at about 0600 hours of the same date, the boats departed at 0730 hours. After setting an easterly course, the boats were lost from sight. They had not returned to the harbor by 6 September.
5. Six Russian minesweepers in the Sassnitz area were seen carrying 7.5 cm cannons on the bow. On the stern each carried an anti-aircraft cannon of [REDACTED]

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observed in Sassnitz harbor: Somewhat smaller than the German minesweepers, GK-490, GK-492, GK-493, GK-494, GD-193, GD-195. The T-181, 182, 183, 184, 185, 186, 187, 188 were about as large as the German minesweepers.

7. The following Russian naval vessels lay in Sassnitz harbor:  
September 17-20, BM-23, BM-24, and BM-25 (probably minesweepers).  
September 18-25, T-306, T-307, T-181 (minesweepers).  
September 19-21, T-182, T-183, T-184, T-185, T-186, T-187 (R-boats)
8. Every Tuesday, 12 boats of the Seepolizei came from Swinemuende to Sassnitz for two days. On the night of 29-30 September, three new so-called "Seiner" boats lay in the harbor of Sassnitz. The place of construction is yet to be determined. The vessels were not completely fitted out. They are evidently a form of Russian outpost patrol boat.
9. Four units of three naval vessels each lay outside at the pier. The vessels were of the M-boat type of approximately 500 g.t. Inside Sassnitz harbor lay minesweepers and several "Schnellboote" with designations difficult to distinguish. Several boats carried a "T" with numbers. The minesweepers carried small-caliber weapons on the bow.
10. On 31 August, at 0800 hours, two large M-boats without stacks were observed during unit exercises near Sassnitz.
11. On 3 September and 21 September, Swedish maneuvers were observed in the region of Landsort, Dalaros. U-boats, "Schnellboote", manned landing craft, and jet planes were observed.
12. The following commercial vessels were observed:  
The 1200\* gross ton former steamer "Lothar" of the Stralsunder Reederei of Johann Eck has again been put into service under the name "Vorwaerts" with a crew of 32 East [redacted] the steamer had only a 14 man crew.) The ship has [redacted] because of heavy engine damage brought about by incompetent personnel, and is presently undergoing a long repair period at the wharf in Rostock.
13. It is reported by fishermen in Rostock that the fishing-cutters, which are being rapidly built there, are fitted with a 250 h.p. diesel motor of the type "Deutsche Werke" (sic). The motors are being rebuilt in the East Zone. Of the cutters which are allotted to the East Zone (about 10%), some are given, under very favorable terms, to seafaring non-fishermen. Fuel and ice are provided free.
14. In Stettin harbor, o/a 30 August, fifteen steamers were waiting to load coal. A large Russian steamer was loaded with cylindrical copper containers of about five meters in diameter.
15. On 31 August, about 1600 hours, at a point approximately between [redacted] and [redacted] en route to the Kalmar-Sund, the [redacted] "Admiral" was observed being [redacted] under the [redacted] a large modern steamer with [redacted] the convoy was [redacted] course to the Gedser Lightship.
16. En route from Swinemuende to Stettin, watchtowers were observed at a great distance. In the Kaiser Passage shortly before the junction with the Haff, another such tower was observed.
17. Just before the entrance to the harbor [redacted] of Stettin, a watchtower was [redacted]

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seen which contained a searchlight installation with which departing vessels were illuminated at night.

18. In the vicinity of Stettin on both banks of the Oder, a line of Polish sentries was observed.
19. Between 11 and 22 August in Maentluoto (Finland), heavy traffic of steamers which were loading wood was observed, among these was a Turkish vessel of about 9,000 tons. Also seen in the same port was a large, extremely modern factory which produced building sheets from waste wood.
20. In [REDACTED] on 25 and 31 August, six modern 5-ton cranes were seen.
21. Wrecks of the old German battleship "Schleswig Holstein" and the concrete tanker "Finsterwalde" were observed outside the harbor entrance to Swinemuende.
22. In the far upper part of the Osternothafen (Swinemuende) is a ferry slip for a Swedish cargo ferry which makes regular trips (passenger ferries run only into Sassnitz).
23. At the old U-boat testing stand in Swinemuende harbor, several U-boat engines were seen lying around in the open. Remains of the shed and the entire installation grounds were a picture of devastation. Nothing had been cleaned up.
24. In Swinemuende harbor, loading and discharging of the ships took place at all times under strictest military supervision. The cranes were operated by women. On one side of the harbor there was a large modern loading chute installation.
25. On 6 September at the pier of the shipyard in Braahe, Finland, a large Russian tug was being fitted out. Another of the same type was on the ways for repair. Both ships are supposed to be used in the Artic Ocean Canal. The ships were reenforced against ice.
26. In the harbor of Danzig, the first portion of the former Free Harbor had been completely reconstructed. Also, the quay installation on the Westerplatte side was again in operation. In the city there was a great deal of construction.
27. A Finnish merchant ship captain reported that Russians are no longer in evidence in Finland. A sizeable Russian occupation force is located on a reservation in a large Russian seaport base in the vicinity of Helsinki. During the passage of the train through this region, the window curtains were drawn and the compartments watched so that none of the passengers could make any observations.
28. In Swinemuende on 28 August, a very strict customs and passport control took place on the ship on which an observer was a passenger. [REDACTED]

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was conducted by armed Polish soldiers and officials. [REDACTED] was forbidden, and the ship was kept under [REDACTED]. After waiting for two days the ship was [REDACTED] with oil-treated (sic) Kattowitz coal. [REDACTED] loading, and [REDACTED] searched from [REDACTED] ed up in the wheelhouse, the ship was [REDACTED] naval officer [REDACTED]

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Comments:

- \* The "Schiffsliste 1951" published by Eckardt & Messtorff in Hamburg lists the former steamer "Lothar" as 720 tons.
- \*\* It is assumed that the vessels, in the event of a war, would be used together with their crews for military purposes.

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